

MAC'S NEW OFFICERS



Lt. to Rt. Vice Chairman Jack R. Hughes, Chairman Clarence R. Anthony, Secretary James A. Steffek.



MONTANA AERONAUTICS COMMISSION

Volume 20—No. 8

August, 1969

MAC ELECTS OFFICERS AND RECEIVES 5 NEW APPOINTEES

Clarence R. Anthony of Helena was elected Chairman of the Montana Aeronautics Commission at their monthly meetings held July 10th in Helena.

Mr. Anthony, Supervisor of Technical, Trade and Industrial Education for the Department of Public Instruction was appointed to his first 4-year term as representative of Aviation Education in July of 1959. He was reappointed in July of 1963 and July 1967.

Clarence Anthony has a broad background in both the aviation and education fields. He was a teacher for approximately 25 years—spent 33 months as maintenance instructor for the Army Air Corps and prior to his present position, taught mathematics in the Helena Senior High School and power plant/aircraft, in their department of Aeronautics and Related Trades. He is a private pilot, aircraft owner and aviation mechanic.

Jack R. Hughes of Missoula, was elected Vice-Chairman. Mr. Hughes was appointed in 1963 as representative of the Montana Flight Operators and reappointed in 1967.

Jack Hughes, Chief Pilot for Johnson Flying Service in Missoula, began his flying career in 1934—he holds a commercial pilot license, multi-engine and helicopter; ratings including flight instructor, fixed wing and helicopter; instru-

ment, DC-2, DC-3, Ford 5, Grumman TBM and parachute rigger. He is a designated FAA Pilot Examiner, airplane and rotorcraft. Interested in all phases of aviation, Jack served as President for the Montana Aviation Trades Association 1963/64.

James A. Steffek of Helena, appointed to the Commission by Governor Forrest Anderson in July, 1969, was elected Secretary. Mr. Steffek represents the Montana Pilots Association on the Commission.

Mr. Steffek is owner of Steffek Equipment Company. He attended schools and graduated from Carroll College in Helena. He served with the U.S. Navy as a Lt. J.G. aboard the aircraft carrier USS Essex in the Mediterranean and the Far East. He has been associated with the Steffek Equipment Company since 1960. Mr. Steffek is a private pilot with an instrument rating and uses his aircraft extensively for both business and pleasure. He is immediate Past President of the Helena Hangar of the MPA and Past President and current Sec. Treasurer of the Montana Equipment Distributors.

Jim, wife Joyce, two daughters Mary and Kate and son Jimmy reside at 633 Mound in Helena.

The remaining members, all appointed by Governor Anderson in July 1969 are:

Mr. John Hebbelman, Jr., of Chino—representing The League of Cities and Towns;

Mr. David Matovich of Columbus—representing the County Commissioners Association;

Dr. B. P. Little, Glasgow—representing the Montana Chamber of Commerce; and

Mr. Robert G. Bricker, Missoula—representing Commercial Airlines.

(Note September issue for feature articles on the recent appointees.)

PILOT'S SEMINAR TO BE HELD IN BILLINGS

Montana's second Pilot's Safety Seminar, presented by the AOPA Air Safety Foundation, will be held in Billings on September 15. The Seminar is conducted by Mr. Frank Martineau, Executive Director of the Foundation.

LOCATION: Room 152—Eastern Montana College Library.

TIME: 8:00 p.m. until 10:00 p.m.

Montana is fortunate to have been chosen as two of the 110 cities in the Nation to have the seminar in 1969. Helena's seminar was first, June 25, second will be Billings, September 15.

Mr. Martineau, an excellent speaker, presents two hours of information which are particularly beneficial to the student and private pilot yet provides an interesting and worthwhile evening for all pilots, regardless of license or ratings. We urge all aviation interested persons located in the Billings area to attend the Pilot Safety Seminar—September 15th at Eastern Montana College Library, Room 152.

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of the
**MONTANA AERONAUTICS
COMMISSION**

City/County Airport
Box 1698

Helena, Montana 59601

Forrest H. Anderson, Governor

Charles A. Lynch, Director

Clarence R. Anthony, Chairman
Jack R. Hughes, Vice Chairman
James A. Steffek, Secretary
Robert G. Bricker, Member
John Hebbelman, Jr., Member
Dr. B. P. Little, Member
David Matovich, Member



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28th INCREASES FIGHTER/RADAR STRENGTH

The Aerospace Defense Command's 28th Air Division will increase its air defense capability Sept. 15, with the addition of two fighter interceptor squadrons in North Dakota, a U.S. radar squadron, North Dakota, and a Canadian radar squadron. The changes came about through the recent military reconfiguration by the Department of Defense.

With the addition of the new units, the division will increase its area of responsibility to approximately 760,000 square miles of air space, about 110,000 more than previously.

Boundaries of the 28th Air Division's area of responsibility were extended to include the entire state of Montana, all of North and South Dakota, most of Wyoming, parts of Nebraska, Utah and Idaho. The northern boundary was extended to just below the Arctic Circle. That area takes in a corner of the Canadian province of British Columbia, part of Alberta and Manitoba all of Saskatchewan, and the central part of the Northwest Territories.

GENERAL AVIATION'S IMPORTANT ROLE

The following is excerpts of a presentation by Hon. Garner E. Shriver to the 91st Congress in the House of Representatives on June 17th:

Mr. Shriver. "Mr. Speaker, during the month of June a nationwide campaign called 'Discover Flying' is reaching a climax. The general aviation industry has united with one voice in an effort aimed at stimulating interest in, and knowledge of, general aviation's role in the total transportation system.

Some 55 companies have donated time, money, and talent to help inform the nonflying public.

This is an industry with a \$5 billion direct and indirect impact on the economy, with 126,000 airplanes and 700,000 pilots flying close to 4 billion miles each year in and out of 10,000 airports. Every day there are 65,000 general aviation flights. General aviation accounts for between one-third and one-half of all the people traveling in intercity air transportation.

Recent studies reveal that general aviation activities in 1967 accounted for \$2.2 billion of the total U. S. gross national product and by 1980 this figure will reach \$7.1 billion, an increase of over 222 percent . . .

Mr. Speaker, it is appropriate that as the Discover Flying campaign reaches its peak that we recognize the impact of general aviation upon our lives and our economy. In the years ahead, general aviation will play an increasingly important part in the Nation's transportation system.

In planning for the future, general aviation and the way it fits into the total scheme of transportation, of people, and things must be given fair consideration.

Yesterday, President Nixon in his message to Congress on the future of air transportation recognized general aviation's role. He proposed \$25 million in grants in fiscal 1970 to aid in the development of airfields used solely by general aviation . . .

America's superior strength in air transportation is solidly based on the broad capabilities of the 126,000 aircraft in general aviation, the 2,300 commercial airliners, and her 38,000 military planes—as well as the hundreds and thousands of men

and women who are engaged in production, maintenance, operational support, and piloting of the aircraft.

The Discover Flying campaign is a well-conceived and valuable method of informing the public of one of America's great assets—the general aviation industry."



MPA HANGAR EVENTS

NORTHWEST MONTANA HANGAR recently held a fly-in breakfast at the Wolf Point Airport. GADO Inspector Tom Walenta and wife Irene, were acknowledged for traveling the farthest distance while Walt Finkbeiner, pilot and Vern Wiens bombardier won the Bombing Contest. The Contest's second place winners were John Derr and Shorty Long—Third place was Dennis Elgin and Wilbur Schledwitz.

GARFIELD COUNTY HANGAR had twenty-two aircraft fly-in to Jordan for their Fourth of July Fly-In Breakfast. A total of 66 persons arrived via aircraft and a total of 113 persons enjoyed the good food.

Out-of-State aircraft included ones from Norfolk, Va.; Alameda, California and Iowa.

SHELBY HANGAR flew 2c per flights at Chester on July 13th to assist that Community with their summer Youth Program. The event, co-sponsored with the local Rotary Club, netted \$90 for the community project.

Hangar members who provided their time and aircraft were: Bob Hellinger, Don Johannsen and Jim Grinde of Shelby and O. D. Gifford and Lloyd Keith of Chester. Following the flights the Hangar met in Chester for a beef barbecue dinner.

The following week members of the Shelby Hangar and guests, for a total of fifteen persons, flew into the Vredenburg strip at Crystal Lake, for a wonderful day of swimming, golf and relaxation.

Visiting Polson?

The Polson Chamber of Commerce now provides a courtesy car for flyers visiting the Polson area! Flyers taking advantage of this service usually leave a small donation to help refuel and service the vehicle.

ALWAYS FILE A FLIGHT PLAN



CALENDAR

August 13 & 14—Montana Aeronautics Commission's Monthly Meeting.

August 16, Billings—99's Big Sky Race No. 4. Billings Round Robin. (Raindate Aug. 23).

August 23, Billings—Billings MPA Hangar's annual picnic.

August 23 & 24, Spokane, Washington—First Annual Spokane International Air Show, at Spokane International. Fly-In Breakfast sponsored by the Aviation Committee of the Spokane Chamber of Commerce.

August 29, 30 & 31, Mackinac Island, Michigan—National Pilots Association Labor Day Weekend Holiday Fly-In at the Grand Hotel. Members and non-members invited.

September 4-9, Atlantic City, New Jersey—1969 AOPA Plantation Party. Chalfonte-Haddon Hall Headquarters.

September 7, Harlowton—Annual Fly-In Breakfast.

September 7, Glendive—Dedication of the Dawson Community Airport. Full schedule including Air Show!

September 15, Billings—The AOPA Air Safety Foundation "Pilot Safety Seminar" held at the Library Building, Eastern Montana College, 8:00 p.m.-10:00 p.m.

September 26 & 27, Edmonton, Alberta, Canada—INAC Annual Convention. Headquarters—Chateau La Combe.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING

Airport	Aug.	Sept.	Oct.
Culbertson	6	10	8
Glasgow	7	25	...
Glendive	7	4	9
Great Falls	20	...	22
Lewistown	21	...	23
Miles City	21	25	23
Missoula	...	24	...
Sidney

NOTE: Provisions have been made to give private, commercial and flight examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

YOUNG LADY SOLOS AT SIXTEEN

Anita Oberhofer of Miles City, recently turned 16 years old, soloed in a Cessna 150 early this month. Equally proud of Anita's accomplishment are parents Joe and Phyllis Oberhofer and her instructor, Sig Ugrin of Miles City Aero Service.

The young lady plans on continuing with her flying and will commence ground school this fall.

Congratulations Anita! We look forward to the time we will print the notice of your Private License.

HARLOWTON SCHEDULES ANNUAL FLY-IN BREAKFAST

Harlowton's annual Fly-In Breakfast will be held Sunday, September 7th. The breakfast, sponsored by the local Kiwanis Club will be held at the Youth Center. Price is only \$1.00 per person.

For those that wish there will be Golfing throughout the day. An invitation from the local Churches has been extended to those flying in to join in the morning church services.

Transportation will be furnished between the airport and the Youth Center. Unicom will be in operation.

TAKE THE FAMILY! HARLOWTON — SEPTEMBER 7

99's TO HOLD AIR RACE

Twelve aircraft are presently entered in the Montana 99's Air Race scheduled for August 16th. (August 23, Rain Date.) The Round Robin Race will commence and end in Billings and will be a Skill Race and not a Speed Race.

Ann Hafer, Billings, Chairman for the event, stated that the Committee requests that all contestants arrive in Billings on Friday the 15th.

PILOTS NOTE

As of July 1st the FAA Flight Service Stations eliminated the 45 minute past-the-hour weather (airways) broadcast.

Sigmets and Airmets will be broadcast every 15 minutes starting on receipt for the first hour—after which the report will state whether or not they are still current.

LT. GOVERNOR DEDICATES STANFORD LIGHTS ON PAUL HARVEY DAY

Montana's Lt. Governor Thomas Judge turned the switch for the inauguration of the runway lighting system on Stanford's Airport on July 12th. The dedication held in conjunction with "Paul Harvey Day" drew several thousand people. Eight aircraft flew in and departed using the new lighting system.



Lt. to Rt. Featured guests, Montana's Lt. Governor Tom Judge, Paul Harvey and Mrs. Tom Judge.

Everyone thoroughly enjoyed the address by Paul Harvey, nationally known ABC news commentator, prior to the dedication. Other activities included an outdoor beef barbecue and matched horse races and an evening dance.

The Stanford Airport Board received \$5,700 from the Aeronautics Commission to assist in financing the lighting system and the runway seal coat project.

UNITED NAMES PLANE FOR MONTANAN

Harold Cray, former Montanan, will have a United Airlines plane named for him. Cray was a reporter for the Anaconda Standard prior to 1917 when he entered the service in World War I. Following the war, he joined United Airlines and later became Vice President. Upon his retirement he continued as an assistant to the President.

A new DC8-62 will become the "United Airlines Mainliner Harold Cray".

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Cut Bank—The City/County Airport Board at Cut Bank has retained Northern Testing Laboratories of Great Falls to do a pavement and soil study on the Cut Bank Airport.

Laurel—The MAC Airport Engineers recently assisted the City of Laurel with a low intensity lighting system for the new NE/SW runway on the Laurel Airport. The new runway is being paved through the aid of City/County and local donations.

Heliport—A new heliport is now in use at the Swan Lake Youth Camp east of Highway 209 south of the Town of Swan Lake. The Youth Camp is operated by the State Department of Institutions and the heliport was built through the efforts of three State Departments — Aeronautics Commission, Department of Institutions and State Forester's Office.

Philipsburg—The construction of the new airport at Philipsburg has reached approximately 60% of completion. Pilots will be advised when the airport is open for use. The airport will consist of a paved North/South runway 3600 feet in length, 60 feet wide and a stub taxiway and parking apron. Local aircraft owners are now underway with the construction of six T hangars. The airport will be fully lighted with a low intensity lighting system purchased through local donations.

Fire Truck—The United States Forest Service has made a government surplus fire truck available to the Yellowstone Airport. The fire truck will be operated by the Yellowstone Airport Manager who is employed by the MAC and Big Sky Aviation. Many other airport employees are being trained on the usage of the fire truck. The truck was brought from a Naval Depot in San Francisco and is a 2½ ton Reo-Studebaker with 6,000 actual miles. The truck is both a foamer and a pumper and will be made available for all airport fire calls as well as for protection of the

Forest Service Interagency Fire Depot and the Hebgen District Ranger Station.

Billings — A stand-by electrical generator system for the ILS and a separate stand-by generator system for runway lights have been made available to Logan Field from the U.S. Air Force. The installations will be made separately with the FAA handling the contracting for the ILS generators. Malmstrom Air Force Base is contracting for the installation of the runway lights stand-by generator.

Missoula—The Montana Aeronautics Commission met on July 10th and at that time approved an airport improvement loan to the Missoula County Airport Board. The loan is for \$8,810 and will be repaid over a five year period at 4½% interest. Missoula will use the funds to assist them in the financing of some reconstruction and a total overlay necessary on the North/South runway on Johnson-Bell Field. The main runway 11/29 is now out of service during a contract which will lengthen and strengthen it. The North/South runway is necessary to allow local and limited airline usage as well as provide the Forest Service a runway for their main aerial support for the entire northern region. The project on the North/South runway will cost approximately \$30,800, of which \$12,000 will be granted by the Forest Service, \$8,810 loaned by the MAC and the local Airport Board paying the remainder. The MAC also made a \$1,000 preliminary engineering grant available for this project. The Missoula Board previously spent \$53,000 rebuilding the ends of N/S runway.



TOWER

OPERATIONS

JUNE, 1969

	Total Operations	Instrument Operations
Billings	11,775	2,461
Great Falls	9,708	2,331
Missoula	8,253	484
Helena	5,069	680

Fly to enjoy living—Live to enjoy flying!

FLY-IN BREAKFAST FEATURE OF SPOKANE AIR SHOW

A Fly-In breakfast, sponsored by the Aviation Committee of the Spokane Chamber of Commerce will be held in conjunction with the first annual Spokane International Air Show.

The breakfast will be held at the Air National Guard hangar from 7:00 a.m. until 10:30 a.m. Airplane parking area is within easy walking distance. The delicious sounding menu includes several varieties of pancakes, eggs, hash brown potatoes, bacon, sausages and hot cross buns. \$2.00 for adults and \$1.00 for children 12 and under.

The breakfast is an added feature to an already excellent program of events which headlines Art Scholl's World Air Show, Paul Probereznny, Larry Blumer, Freddy Ludtke and the Boeing 747 Jumbo Jet. In addition there will be a large number of static displays of new, experimental, military and antique aircraft.

The Chamber's Aviation Committee is rolling out the red carpet at Spokane International—August 23rd and 24th.

Pilot's Note: The Spokane Approach Control for Spokane International provides Stage 2 Radar Service. The Special Section of the Airman's Information Manual describes the service and gives the appropriate frequencies to use.

STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
69/18
56/19
35/21

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 To-Date	35	21

General Aviation is aviation for the general public. Airport Business is local business!

FAA INSPECTORS CORNER



By ROGER RIGGINS
Accident Prevention Specialist
GADO No. 1, Billings

PILOT PROFICIENCY AND RECURRENT TRAINING

"What we do not use, we lose." This statement appears in publications written by people in the medical profession.

Consider, for example, a broken leg. This leg and the associated muscles are immobilized for several weeks or months. When the cast is removed, the leg requires a period of time and usage to regain its normal strength. The muscles, in effect, require a re-training period.

How about the pilot who does not fly regularly. Can't we compare him to a broken leg? Doesn't he require recurrent training to retain his original proficiency?

Private Pilots! How about you? Are you as proficient now as you were when you passed that flight test several months or even years ago? How long has it been since you practiced slips and cross-wind procedures? Have you really practiced stalls and stall recoveries since you received your pilot certificate?

Commercial Pilots! Can you still do a chandelle or a lazy 8 with any degree of proficiency? Do you really know your limitations or that of your aircraft? Do you check your aircraft performance data before going into a short field on a hot day? How about weight and balance? Will that new airplane really carry six passengers, full fuel and 270 pounds of baggage?

Multiengine Pilots! How about your proficiency? Do you really know what your aircraft is capable of? Do you know the best rate and best angle of climb speeds? How long since you have flown with an instructor and really worked on single engine procedures?

All pilots, from the low time private pilot to the ATR pilot with thousands of hours, will improve their proficiency through recurrent training. Visit and fly with your favorite instructor. Ask for, and take his advice about additional training and

practice. Learn your limitations and those of your aircraft, then operate within these limitations.

The next time you see your insurance agent, show him that you have received recurrent training. You may be surprised to find your insurance rates decrease as your proficiency increases.

Remember, Safety doesn't just happen. It is the result of planning, judgment, and knowledge. These are the by-products of recurrent training.

CONGRATULATIONS FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS



STUDENT

Olson, Roger A.—Billings
Jordan, Larry E.—Roy
Mires, Robert L.—Helena
Coyle, Jerome P.—Missoula

PRIVATE

Schwend, Gerald M.—Glendive
Lafay, Lamoine C.—Sidney
Davis, David R.—Roundup
Schimetz, Jerald E.—Billings
Moser, Larry Z.—Hardin
Spannagel, Morris L.—Hysham
Cunningham, William D.—Hysham
Bieber, Leroy E.—Brockway
Kukowski, Gerald P.—Billings
Weins, Lavern H.—Wolf Point
Klassen, Leonard—Glasgow
Nichols, Loren C.—Frazer
Williamson, Ralph C., Jr.—Helena
Roloson, Wade L.—
Wheat Ridge, Colo.

Olson, Donald E.—Missoula
Vinal, Steve G.—Missoula
Cheatham, Dale A.—Bozeman
Raney, Jacob L.—Bozeman
Spengler, Albert A.—Great Falls
Nelson, John L.—Fort Benton
Lowry, Marie A.—Missoula
Alexander, Mary W.—Missoula
Bergh, Marjory A.—Hamilton
Kieffer, David L.—Libby
Kildow, John O.—Missoula
Minnehan, Joseph T.—Joplin
Murray, Carl A.—Butte
Wankel, James A.—Raymond

COMMERCIAL

Spatzierath, Edward M.—Billings

Ferguson, Michael D.—Billings
Sterling, John A.—Missoula
Trimble, James R.—Kylertown, Pa.
Smith, Thomas A.—Ranburne, Ala.
Glantz, James L.—Missoula
Stewart, John R.—Fort Benton

ATR

Nelson, Gale M.—Newcastle, Wyo.

INSTRUMENT

Fritz, Marvin L.—Sheridan, Wyo.
Maher, Robert W.—Gillette, Wyo.
McCue, Michael J.—Cody, Wyo.
Mobley, Gerald E.—Billings
Radabahr, Ronald S.—KalisPELL

MULTI-ENGINE

Lenhardt, John G.—Billings
Mitchell, Parke R.—Billings
Christensen, Jay M.—Salmon, Ida.
Yaeger, William J.—Helena
Jensen, Nels H.—Missoula
Winslow, James F.—
Sicamous, B.C., Canada

FLIGHT INSTRUCTOR

Munson, Rollin G.—Plentywood
Jeffers, William W.—Billings
Liudahl, Daniel W.—Columbia Falls

FLIGHT INSTRUCTOR INSTRUMENT

Graham, Gerald J.—Billings
Briggs, John S.—Dell

GOLD SEAL

Van Manen, Donald—KalisPELL

BASIC GROUND INSTRUCTOR

Hanson, Greg K.—Scobey

INSTRUMENT GROUND INSTRUCTOR

Gilson, Johnny V.—
Moses Lake, Wash.

ADVANCED GROUND INSTRUCTOR

Graham, Gerald J.—Billings

ROTORCRAFT

Roberts, Lewis H. (Comm.)—
Billings
Nelson, Myron K., Jr. (Comm.)—
Butte
Tank, Doyné L. (Comm.)—
Whitehall
Young, Ronald F., Jr. (Rotorcraft
—Helicopter Instructor)—Billings

SENIOR PARACHUTE RIGGER

Rea, Charles D., Jr. (Back & Chest
Type)—Durango, Colo.

"Supersonic Flight" is defined as flight faster than the speed of sound or about 760 mph at sea level.

"Hypersonic Flight" is defined as faster than Mach 5 (3,800 mph at sea level).

AVIATION EDUCATION HIGHLIGHTS



By DUANE JACKSON
Aviation Education Supervisor

June has been an active month for Montana aerospace education. Each summer the Montana Aeronautics Commission and the Superintendent of Public Instruction co-sponsor aerospace courses for teachers at units of the university system. Our Montana students should have the opportunity to learn about general aviation, air transportation and space science and technology, a total aerospace industry which currently employs more than 1,400,000 persons.

The aerospace courses which will be featured in this and following articles, provide our Montana teachers with information and materials that can be used in the classroom during the coming year.

The first aerospace course to get under way was in Billings. The course at Eastern Montana College drew the largest number of participants with 35 teachers attending. H. C. "Buzz" Christiansen was director of the Eastern aerospace course with Charles Lundgren assisting. Both directors have been involved in aerospace education for many years. They are elementary principals in Billings.

Featured speakers and visitors included Dolores Colburg, Superintendent of Public Instruction; Jim Monger, MAC's Assistant Director. From Billings: Fritz Lueneburg, Supervising Inspector, FAA Gado No. 1; Tom Lane, Chief, FAA Tower; Bill Gilson, Chief, FAA's FSS; Bob Scarborough, Airport Manager; Al Eisenbart and Jim Stroh, Flight Instructors, Gillis Aviation; Ann Hafer, The 99's and AE Supervisor Duane Jackson.

NASA lecturer, Bill Horvath, made a two-day visit with the NASA Space-mobile. The course was terminated with a lecture by Max Ogle, Education Specialist, the Rocky Mountain Region of the Civil Air Patrol, who presented certificates of completion

to the participating teachers.

Two of the teachers enrolled in this summer course are already slated to begin aerospace courses in Billings Schools in the coming year. Ray Lewis will inaugurate a one-year aerospace education course at Billings Central Catholic High School. Morris Welchlin will begin a one-semester course in aviation science at Billings West High.

Special features of the aerospace course at Eastern included one hour of flight orientation for each scholarship holder. For many of the teacher participants, this was their first such experience. A planned field trip to West Yellowstone was cancelled because of uncooperative weather conditions.

THREE INSPECTORS JOIN GADO NO. 1 STAFF

Two Operations Inspectors and one Maintenance Inspector have joined the staff of the General Aviation District Office in Billings.



Thomas G. Walenta, Principal Operations Inspector, is a native of South Dakota and former Flight Operator. Mr. Walenta holds an ATR with multiengine, instrument, DC-3, glider, flight instructor (airplane, instrument and glider), ground instructor (advanced and instrument).

Following two years of service with the U.S. Army in Korea, Mr. Walenta owned and operated a flight operation in Rapid City, South Dakota.

The Walenta's and son Jim reside at 1711 Clubhouse Drive.

David Voxland, General Aviation Operations Inspector, is a native of Minnesota.

Mr. Voxland has 13 years exper-



David Voxland

ience in commercial aviation as a corporate pilot, third level airline pilot, flight instructor and flight instructor, helicopter. He holds a commercial license with instrument, helicopter, flight instructor (airplane, instrument and rotorcraft), and ground instructor.

The Voxlands have two children, Scott, age 7 and Pam, age 5 and reside at 1600 Avenue E.



Jess S. Larsen, General Aviation Maintenance Inspector, is a native of Minnesota. He received his A&P license from Ramsey Vocational in St. Paul. While serving two years in the U.S. Army Air Force, he attended the Air Force Technical School. Following his discharge he was employed as an aircraft, accessory and powerplant mechanic in San Diego, California and St. Paul, Minnesota. From 1960 until May 1969 he was an airframe/powerplant mechanic and chief inspector at Northern Air-motive, Inc., Minneapolis, Minnesota.

Jess and Dorothy Larsen have three children, daughter Sharon who is taking nursing at the University of

The three Inspectors join the following GADO No. 1 staff: F. W. "Fritz" Lueneburg, Supervising Inspector; Roger Riggins, Accident Prevention Specialist; James R. Crouse, Principal GA Maintenance Inspector; Selma Henkel, Secretary and Elizabeth Roth, Clerk/Steno.

Sept. 26 & 27, 1969

*"Montana and the Sky," by Frank Wiley — Beginning of Aviation in the Land of the Shining Mountains\$10.00
*Order from the Montana Historical Society, Helena, Montana 59601.

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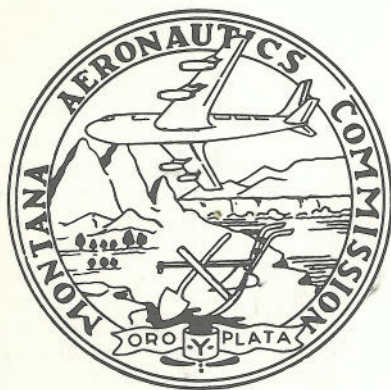
MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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AUGUST, 1969